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TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XV • NUMBER 1 • SEPTEMBER / OCTOBER 1996

BUICK
1937  1938

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THE 9th CYLINDER

BY HARRY LOGAN #651, Editor

This is the September/October *Torque Tube*, the first of six issues in our 1996-1997 publishing year. We ended our 1995-1996 year August 31 with a total of **514** paying members, the highest number in the Club's 16 year history!

Greg Marshall (#148) recently returned from a trip to Oregon and Washington where he spotted lots of old trucks and cars sitting on farms etc. But not '37 or '38 Buicks. He did see an early 60's Buick "Woody" rotting away in Northern California.

'37 and '38 Buicks had locking handles on the front passenger side door only. Many people prefer the locking handle to be on the left or driver's side. This can be done by reversing the front door handles. My car is like this and I lost one point in a show because of the switch.

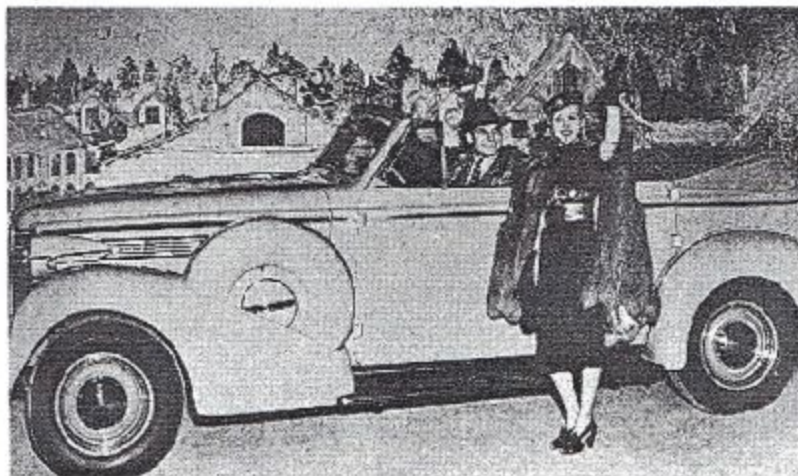
But maybe I shouldn't have lost that point because page 1-23 of the 1938 Shop Manual has this paragraph:

Note: Left front doors on all series can be equipped with

locking handles. This is done by removing the production left front door handle and installing a production right front door handle. The cylinder lock should be ordered by key number so that the same key will fit both front doors. Thanks to Wayne Yonce (#1034) for pointing this out.

Photographed with a '38 Buick Special convertible sedan are Hollywood stars Jackie Coogan and his wife Betty Grable. They were married in 1937 and appeared together in the film "*College Swing*." Grable was born in St. Louis in 1916. Coogan was born in Los Angeles in 1914. He co-starred with Charlie Chaplin in the film "*The Kid*." Coogan went on to become one of the most successful child stars in film history.

We recently featured a story by John Baine (#1019) in Canada about how "*You Can Only Drive One Car At A Time!*" John wrote to say that since the article appeared in the *Torque Tube*, he has rebuilt his 38-81 McLaughlin



FOUNDED IN 1980 BY DAVE LEWIS



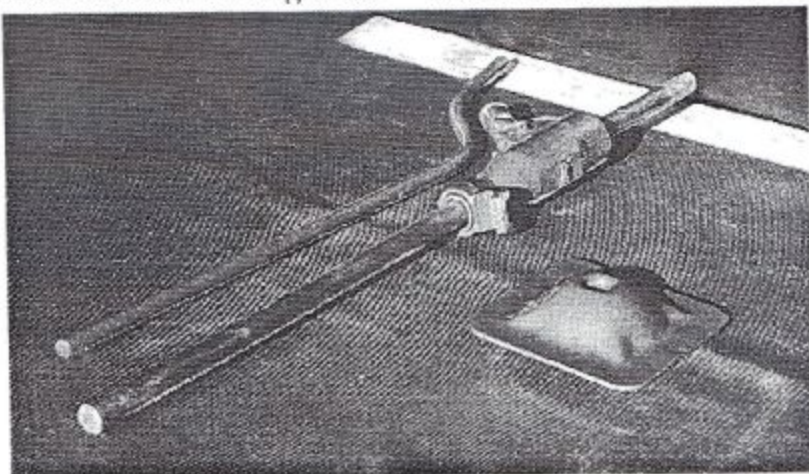
Roadmaster's front end, brakes, carburetor and fuel pump. He also installed a new exhaust, cleaned and sealed the gas tank, installed new fuel lines, repaired one running board and installed new wiring. He has been driving it all summer. John says it runs great and doesn't overheat.

Cecil Don (#637) took this photo of **Jesse Cahue's** (#719) original 1938 jack at the **BCA Nationals** in Texas. All the original ones I've seen including this one were green. One member described it as "Lawn Boy" green after the color of this brand of lawn mower.

This diagram from the 1938 Owners Manual shows how you raise and lower the jack. Personally, I wouldn't try this. The jack looks like an accident waiting to happen. I'd be afraid the jack would tip over in the stand and bring the car with it. Also, I know

one member who tried to use his original jack and the cast iron body broke apart.

Les Terry (#1138) in Michigan owns a very nice 1938 Special 4-Door Slant Back Sedan Model 47. Buick made over eleven thousand of this model.

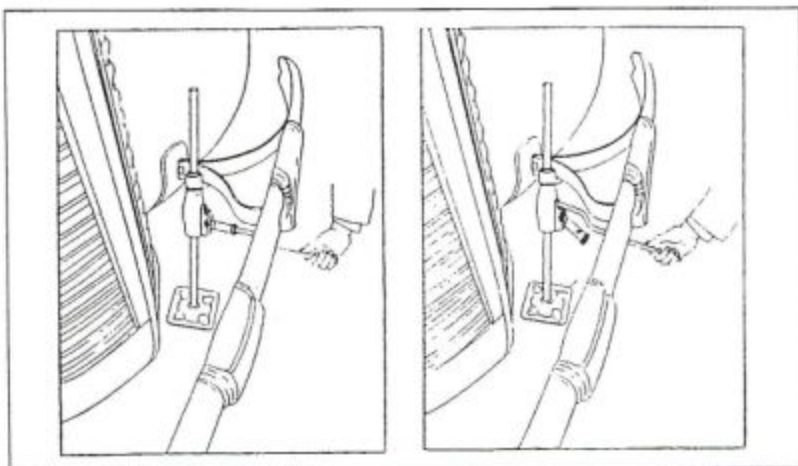


Business Coupe was a "barn car." It has an excellent rust-free body with a few missing parts.

Les recently acquired two more '38 Specials, a Business Coupe 38-46 and a Sport Coupe Model 46S with jump seats. Both require restoration. The Sport Coupe will be the easiest, as it is a nice original all-there car. The Business Coupe was a "barn car." It has an excellent rust-free body with a few missing parts. Hopefully, in a couple of years Les will blast off with two 1938 Specials!

José Pardo (#558) and his wife Stella from Columbia, South America recently stopped by my home for a visit. I took him for a ride

around the neighborhood in my '37 Century



≡TORQUE TUBE≡

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Coupe. José is looking to buy a '37 Coupe to go with his '37 Century and Roadmaster Sedans.

The last issue of the **Torque Tube** featured José and his '37 Buicks and airplane. He had just returned from the Antique Airplane Fly-In in Oshkosh, WI. He said flying over the Golden Gate Bridge and the San Francisco Bay Area was quite an experience and a very beautiful sight.

José bought an airplane book at the Air Show. One of the photos shows a sidemounted beige colored 1938 Phaeton near a plane.

It has blackwall tires, a non-original rear window and the bottom of the door and the running board show some damage. It also shows the correct way to paint phaeton removable center posts. There should be body color on the two outer edges of the post with a chrome center strip.

José left me a Spanish language magazine from Columbia. This white 1938 Buick Special 4-Door Trunk Back Sedan with red wheels was featured in an ad for a Limousine Service in Bogota, Columbia.

Graeme Letica

(#769) faxed me from New Zealand warning that poor quality antique car **suspension parts** are coming into the US from India. Graeme says a friend in the US told him about this situation and that some big US suppliers are purchasing quantities of this junk and passing it on to unsuspecting car owners.

Graeme says he has had a similar experience in New Zealand when someone tried to sell him poor quality imported parts for MAN and Mercedes-Benz busses.

We were sorry to learn of the death of **Leo McNamara** (#990) in August. Leo lived in

Elmhurst, Illinois and owned a 1937 Special 4-Door Slant Back Sedan Model 47.

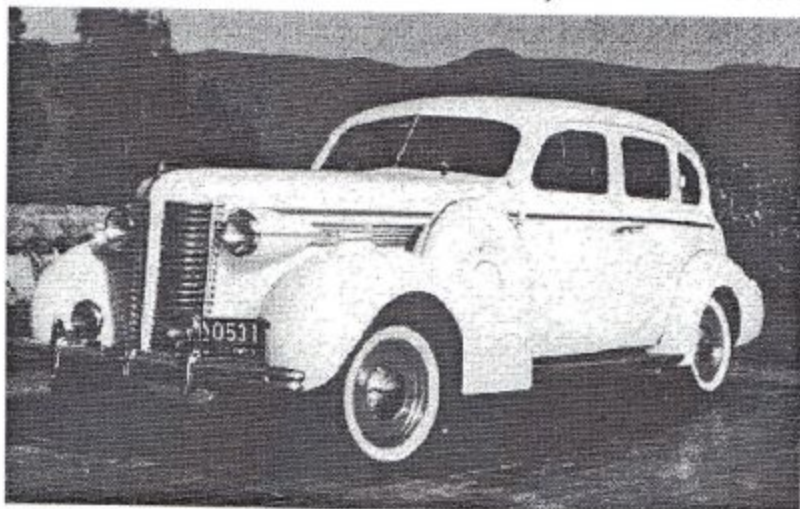
Make sure your wheel bolts are tight. One of our members watched in horror through his rear view mirror as his left rear wheel came off and started bouncing down the road. The car came



to an abrupt stop dragging on the backing plate. His fender also was damaged. All this due to the wheel bolts coming loose. It's a good idea before leaving for a ride to go

around to each tire, grasp the tire, at the top with both hands, and give it a mighty shake. If you feel any loose movement in the tire, pop the hub cap and check the bolts and your front spindle nuts.

Yes! You can still find rare Buick parts in your local junk yard. **Ed Bohn** (#199) in the San Francisco Bay Area told me he found a '37/'38 Side-



mount side plate (missing the **BUICK** badge) and tread cover with attached back plate for a very reasonable price. Unfortunately it was for the left side and not a pair.

Al Mc Michael (#319) replaced the original interior of his '38 Cen-

tury Sedan with a new one from Hampton Coach. In doing so, he found a screwdriver with a wooden handle painted red behind the left rear armrest. It's 8 1/4" (21 cm) long with a metal collar stamped "Made in the USA" Could it be from a factory worker in 1938?

Under the front seat Al found a 1953 Pennsylvania inspection sticker and the clock tag for the glove box clock. Under the rear seat he found hair pins and a Phillies cigar wrapper. Al suggests we start a new column entitled "What I Found In My Buick."

This is what **Lauren Matley's** (#46) repro

Buick sidemount emblems look like. **Peter Breitenstein** (#989) in Namibia, Africa ordered a pair and says they are *SUPER!!* Peter says his '38 Century Sedan looks complete for the first time in the 24 years that he has owned it.

Peter says he bought a steering lock for his '38 Limited from **Jimmy Haggland** (#299) in Cape Town, but it did not have a key. So

Peter took it to a local locksmith. He had a box of old keys and the first one he pulled out fit the lock perfectly. What luck!

My mailbox has been flooded with several hundred renewals. Glad to see them come in. Along with the renewal checks were some nice words. **Will Siegfried** (#1117) says "Thanks for providing such a valuable and enjoyable publication. I always get a real zing when I find a new edition in my mailbox."

Erv Hutjens (#1067) also writes "Keep up the great job on the Torque Tube. It's the only magazine I read three times." Thanks for the kind words.

Von Hardesty (#964) suggested members write in with the reasons why they prefer 1937 or 1938 Buicks. This information would be used

for a two part article, "Why I Prefer the 1937 Buick" and "Why I Prefer the 1938 Buick." So please let me know which year you prefer and why. Thanks.

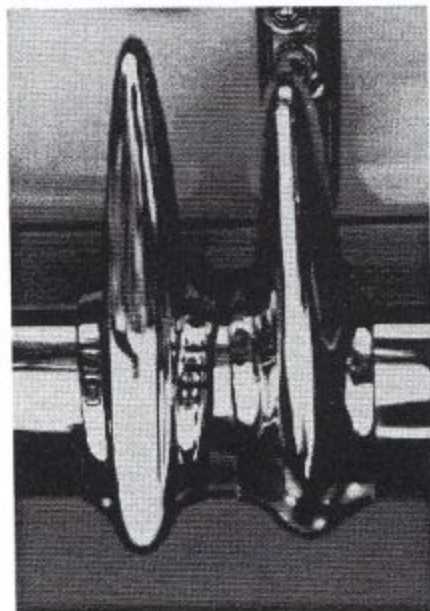
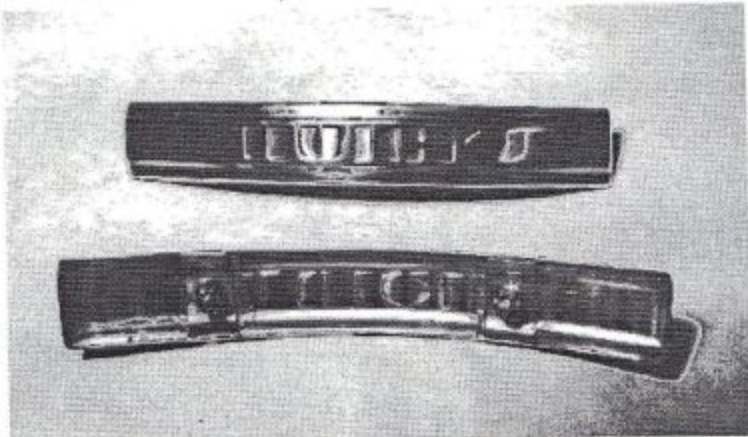
If you want to rerun a *Parts For Sale* ad, just cross out the items you sold and mail or FAX the revised list to me. I'll take care of the rest.

A question was asked about rear folding bumper guards. To

my knowledge, Buick did not have an accessory folding rear bumper guard in 1937. But they did in '38, '39 and '40 and maybe other years as well. The bottom left photo shows a '38 folding guard on the left and a '39/'40 model on the right.

David Pitzer (#971) in Peoria, IL sent in this old newspaper clipping (bottom right photo). The photos show a bullet-riddled and bloody 1937 Buick trunk back sedan in which gangster Phillip Stumpf was murdered in 1946. Stumpf's hat with a hole in the crown, lies on the front seat. Nine bullets were fired through the rear of the car, with five going through the front windshield.

I received two good tips on the same subject recently, one from **John Johnson** (#697) and the other from **Bob Wilson** (#932) in Canada who reports he has had good results getting his 1937



cloisonné horn button and center grille emblem restored by a company called **Emblemagic**. The restorer's name is **Raymond Geschke**, 8367 **Shepard Rd., Macedonia, Ohio 44056**. Phone (216) 467-8755. He has the emblems re-chromed after he restores the cloisonné. Bob says it takes about 3 weeks and he's pleased with how his turned out.

After attending the Club's **East Coast Meet** in Pennsylvania (see story starting on page 6), my wife Margo and I spent a week in Washington, DC **Charles Jekofsky** (#534) took us in his 1974 Buick on three day trips to see the Gettysburg Civil War battlefield, Mt. Vernon, George Washington's home and Montecello, the home of Thomas Jefferson.

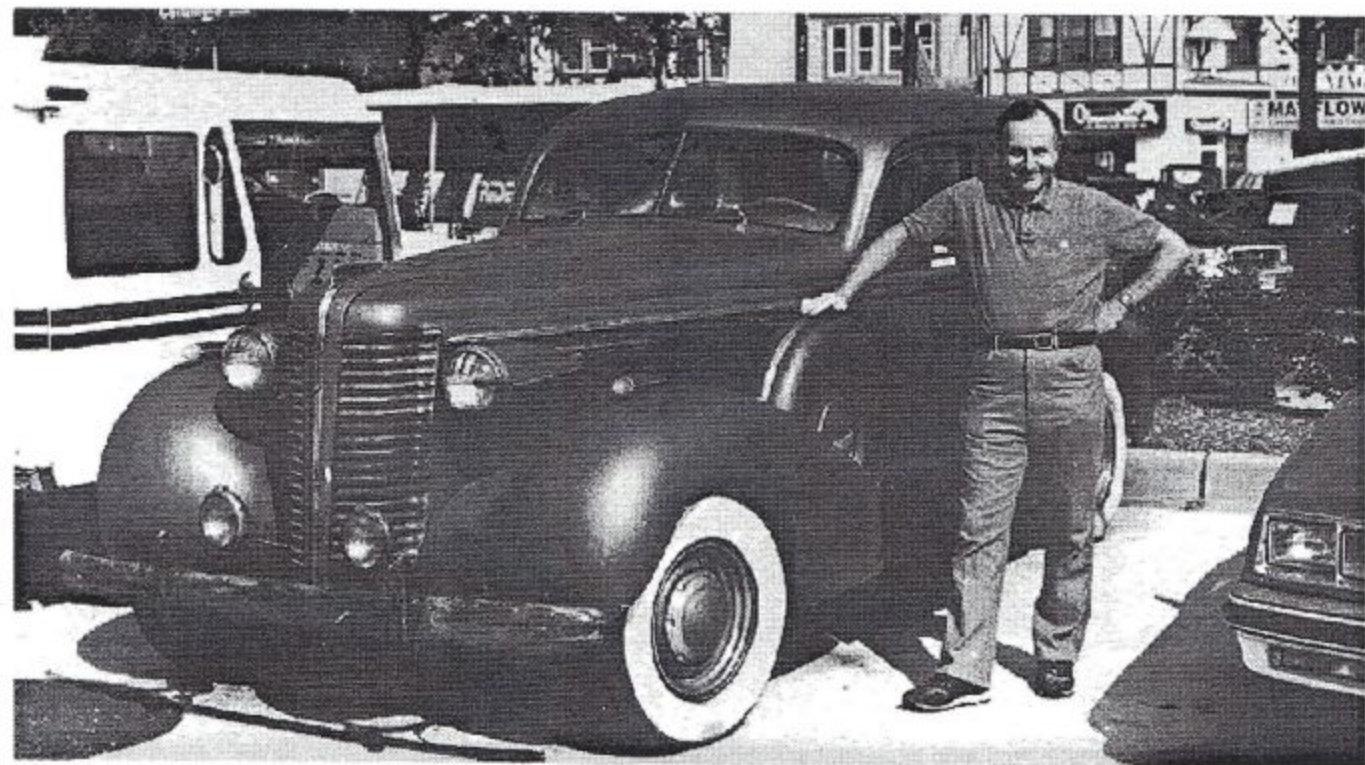
We also stopped to look at this '38 Century Sedan Model 61 in a gas station near Washington where I snapped the photo below of Charles. The car is in need of a complete restoration. Notice the front bumper does not have a hole for the BUICK 8 medallion. Nearly every 1938 Century I've seen has the medallion but this one doesn't. Another Buick mystery.

HELP! Does any member speak Finnish or know someone who does. I have several pages of Finnish text related to 1937 and 1938 Buicks used by Marshal Mannerheim and the Finnish Army in their battle to save Finland from the Soviet invasion of 1940. I'm sure the information and photos will be of interest to most Club members.

John Koutre (#593) writes: "A big thank you for the convertible door alignment article by **David Bylsma** on page 15 of the last issue. I was just a couple of days away from springing the driver's side door on my '39 Century convertible. I'm getting the car back together and the bottom trailing edge of the door was not flush with the body. David's advice worked great."

Some members have been planning next year's **East and West Coast Meets**. It looks like the **East Coast Meet** will be in Michigan and the **West Coast Meet** in Oregon. My wife and I had such a good time at the **1996 East Coast Meet** that we hope to make both next year. I'll keep you posted as plans develop.

Harvey



COVER CARS

The front cover shows **Andy Diem** (#852) and his unrestored "Coronary" (dark) green 1937 Special Convertible Sedan Model 40C. This photo was taken at the Buick Meet in Tyson's Corner, Virginia (near Washington, DC) in early September. Until recently the car had its original cloth top. But Andy got caught in a rainstorm that ruined the fragile old top and it had to be replaced.

The car was purchased new in late 1937 by Mrs. Frances Sloane, widow of Mr. William Sloane, president of W & J Sloane Furniture Company. The car lived all of its life at the family country home in Mount Kisco, New York. Mrs. Sloane drove it summers only, until 1953 when she stopped driving. It was put in the garage with only 17,582 miles (28,131 km) on the odometer and prepared for long term storage.

Andy's mother-in-law, Mrs. Margaret Sloane Patterson, inherited the family country home along with the Buick in the early 1960's when her mother, Mrs. Sloane died.

The car remained in tomb-like storage until the summer of 1990, when it was removed. The back cover shows what the car looked like when it came out from its long sleep.

"Down by the Riverside" 1937-1938 BUICK EAST COAST MEET

By **Harry Logan** (#651)

The East Coast Meet was held at the 111 year old Riverside Inn in Cambridge Springs, Pennsylvania. My wife Margo and I arrived several days early, so we checked out the Inn and the small town of Cambridge Springs. It seems like a quiet town with a slow pace of life.

The photo of me below shows the large beautiful grounds and the porch surrounding the Inn. I particularly enjoyed the restaurant, antique furniture, paintings, and the wide porch. It was very peaceful sitting there in a rocking chair looking out at the beautifully landscaped grass and flowers with a creek in the distance. It was like being transported back to a more peaceful time.

We were blessed with entertainment on several

evenings with a songfest in the lounge. At the top of page 7 we see former editor **Bill Olson** (#427), **Jim Pascoe** (#881), **Clarence Hoffman** (#546) and **Steve King** (#776) singing to the accompaniment of **Al Pavlik Jr.** (#62) on the piano.

The Meet brought out about 20 cars including a 1936 Century 3-window coupe, a 1953 Super 2-

Door Sedan and a new member, **Bill Tecco** (#1218), in a yellow 1937 Century Convertible. On Friday August 22, we made a 90 mile (144 km) round trip tour to Franklin, PA., named after Benjamin Franklin. Along the way we passed an Amish farm with several young girls wearing bonnets and long dresses watching as the old cars passed by. In Franklin, we



ate lunch in the Old Railroad Depot, (*middle photo page 7*) now a restaurant and lounge. Afterwards, some members visited the local antique stores.

The bottom photo shows **Jim Pascoe's** big, blue and impressive '38 Limited with a custom French body in the Depot's parking lot. Jim and his wife let us ride with them on the tour to Franklin. What luxury!

Shortly after this photo was taken a thunderstorm hit. Lightening and pelting rain was all around us as we waited under cover in the Depot for the storm to pass over us.

On a beautiful Saturday morning (August 23), we all left for member **Clarence Hoffman's** farm. Here the cars are lined up in the parking lot of Lake Pymatuning (*top of page 8*) while we watched thousands of fish, called Carp, come right up to the shoreline to get bread tossed to them. Several times we saw a raccoon dart out of his hole on the lake bank, grab a piece of bread and quickly return. Raccoon and Carp all trying to get a scrap of bread, it was quite a sight!

In the next photo (*middle of page 8*) Clarence (*with hat*) gave us directions as we prepared to leave

Lake Pymatuning and drive to his farm.

We had one more stop to organize the group where Clarence stepped out of his car wearing an interesting hat that reminded me of Teddy Roosevelt and the Rough Riders.

Finally we arrived at Clarence's farm (*bottom of page 8*). There are some parts of his farmhouse that date from the time of the Civil War (1860's). That's

Clarence's black 38-40C in the foreground. He has several other Buicks including a brown 1937-46C Convertible and a 1938 Business Coupe which is parked outside with a mannequin behind the steering wheel! It scared some of us the first time we looked through the old glass window.

The cars were lined up on the grass next to Clarence's new barn (*top of page 9*) where members relaxed and swapped stories.

The next photo shows a beautiful Samarra Beige 37-46C Special Convertible Coupe belonging to **Karl and Dorothy Anderson** (#47). They have fun driving it everywhere including a trip south to Georgia, then to Oregon and return (9,700 miles or 15,500 km)!

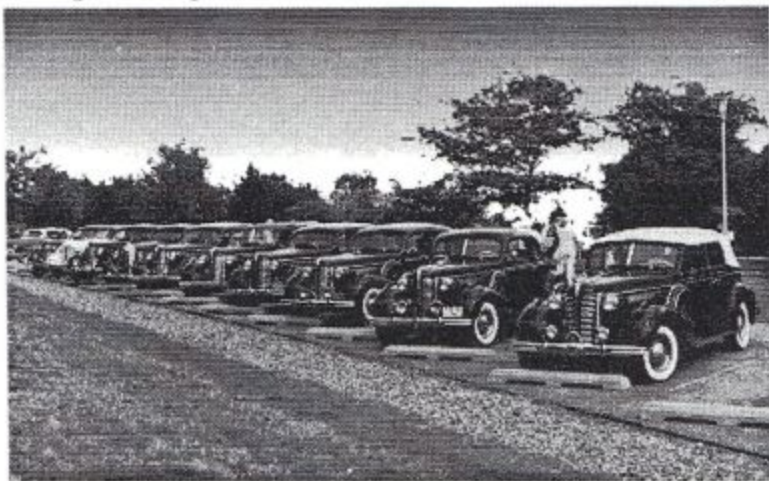
In the bottom photo on page 9 we see master mechanic **Karl**



Anderson (with the hat) giving **Clarence Hoffman** (center) and **Steve King** some pointers on Clarence's new '37 46C Convertible brown Coupe.

After a tasty buffet lunch in the barn, some members took a much anticipated tour through Clarence's charming old farmhouse.

He has some beautiful antiques including a 1937 floor model radio. The top half opens to reveal a bar with drinking glasses in a fitted case with a shiny mirrored background. It's very beautiful and very rare.



A few of the tour group walked around the back of the house to the pond. In winter it freezes

over you can go ice skating on it. The farm, barn and pond are all surrounded by green grassy fields with tall trees forming a pastoral background. What a beautiful, peaceful place!

My wife and I really enjoyed our visit and made many new friends. The tours were great and the Riverside Inn was unique. And Clarence did a great job organizing the meet and being our host. It's a trip we'll always remember!





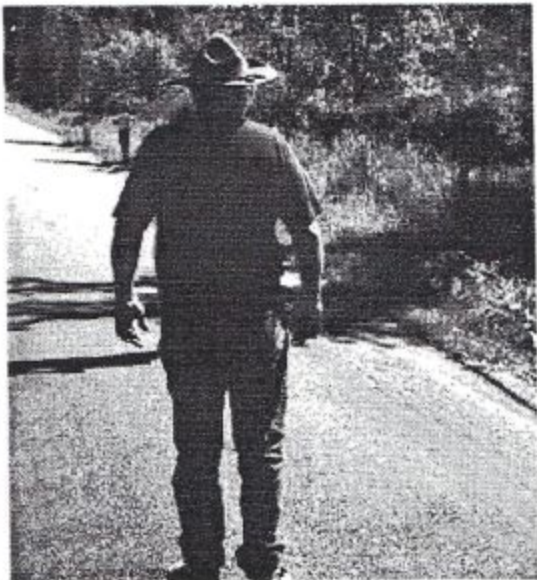
Members and their Buicks lined up near Clarence's new barn.



Karl and Dorothy Anderson's '37 Special Convertible Coupe



Karl (with hat) looking at Clarence's new '37 Special Convertible Coupe



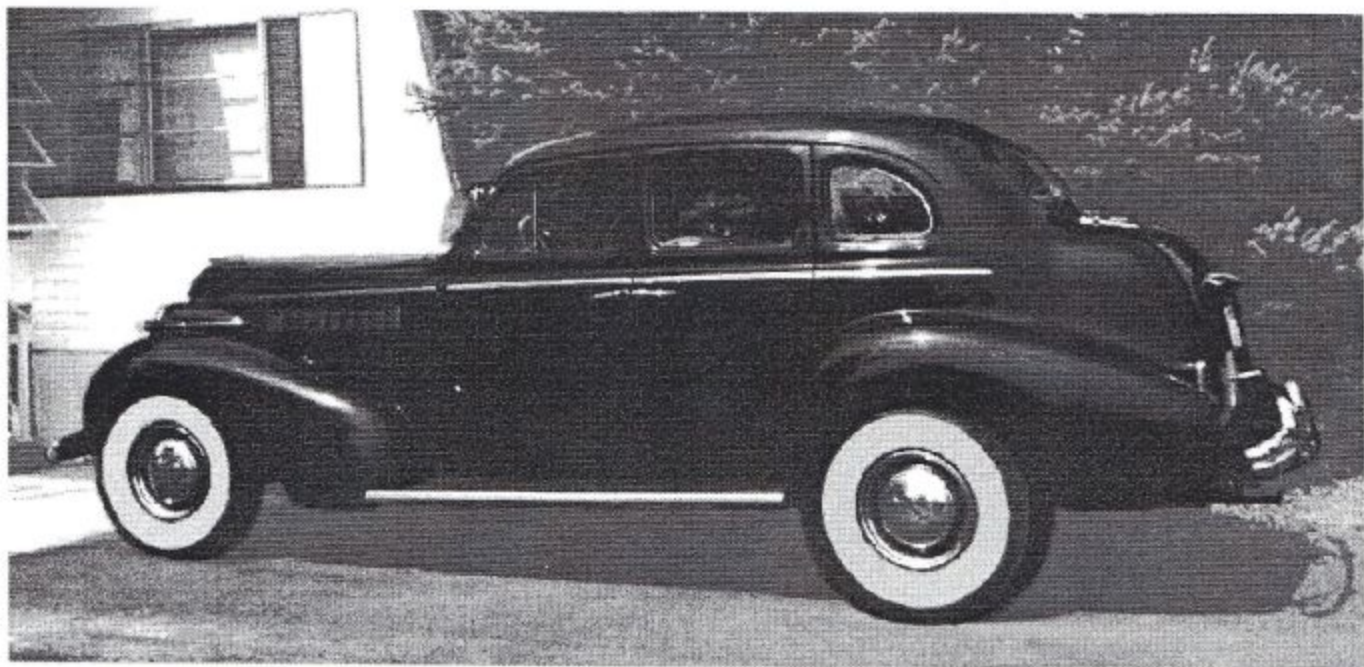
Clarence wearing his vintage army hat directs us to his farm.



The oldest part of his farmhouse dates from the 1860's.



The pond with the farmhouse and new barn in the distance.



BIG NEWS....OR HOW I DIED AND WENT TO HEAVEN

By Jim Terruso (#816)
West Bridgewater, Massachusetts

My 6 year wait is finally over! Now I have the car of my dreams. I found this black 1937 Century Sedan Model 61 through an ad in Old Cars Weekly. It was only 60 miles from my Massachusetts home.

The car was purchased at Hershey in 1988 by a fellow from New Hampshire. He kept it until 1992. The next owner repainted the car and had the chrome redone. He is a Ford collector and decided that the Buick didn't fit in with his plans. So "Thank you, I'll gladly take it."

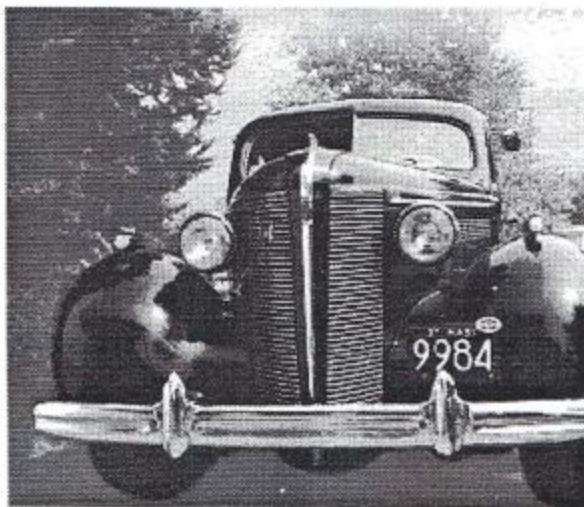
The car has had a good sheltered life as the frame and undercarriage are clean and rust free. I found a small spot of rust in the trunk. The interior

and woodgraining needs to be redone. The engine and transmission are original. Would you believe, it still has the original 5 terminal voltage regulator!

I have tuned her up, replaced some of the wiring and installed a spark plug cover. For now I will work on some essentials and contemplate my winter projects.

Many thanks are due to my friend and fellow Club member **Charlie Ross** (#1015) from Warwick, R.I. who also owns a 37-61. Charlie helped me get this beauty home and supplied great moral support.

I can't begin to tell you the thrill it is finding and owning this car. Now I can really participate in our great Club.



My New Century

By Walter Fowler (#1195) - Green, New York

All my life I have been a Buick "NUT." The first Buick I remember was a '37 2-Door Special my dad bought new when I was 5 years old. He always had Buicks and I have had around 14 of them. At present I own four. Besides our daily driver, a '93 Roadmaster, I have a '65 Electra 225 convertible and a '71 Riviera. Both original and in top show condition.

My fourth Buick is this 1938 Century 4-Door Trunk Back Sedan which I purchased on May 31, 1996.. The person I bought the car from had it for 7 or 8 years and obtained it from a man that had it in storage for about the same amount of time. Prior to that it had antique registration in Pennsylvania.

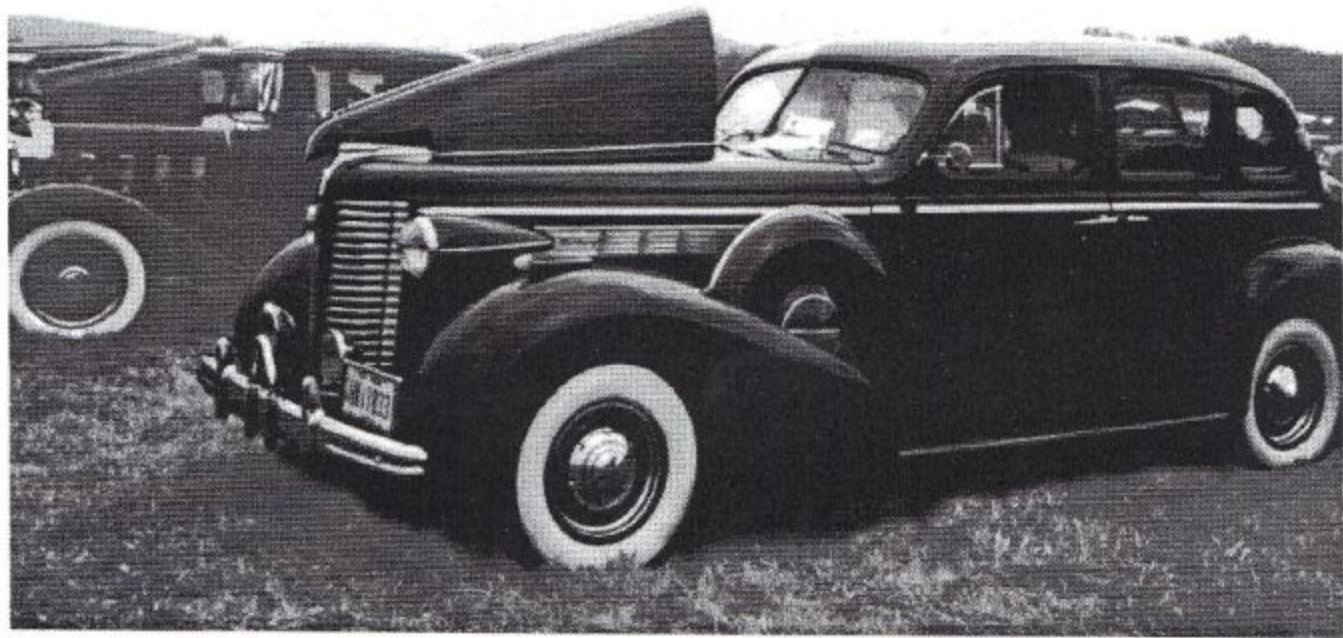
I attend between 15 and 20 shows per year. For the past 5 years, I have often seen and admired this '38 Century. It was always driven to the shows regardless of the weather or distance. The owner was never interested in selling until this year.

I have spent most of the time since I got

it just cleaning, adjusting, servicing and generally getting acquainted with the car. It has 101,000 miles on the speedometer. The interior is all original and in very good condition. All gauges work as does the factory radio with the dual speaker option. The tires are about 3 year old Lesters and the sidemount spares appear to be smooth originals that still hold air pressure.

The outside black lacquer finish appears to be a repaint some time ago. The bumpers and bumperettes have been rechromed. The radiator was recently recored and the engine is nicely detailed. The automatic choke has been replaced with a hand choke and push button starting. I still have the original choke minus the flexible shaft drive cable. Compression across the cylinders varies about 25 pounds, though it runs very nicely and cruises easily at 60 to 70 mph. The car has been at one show and took 1st place, so I guess it's in pretty good condition.

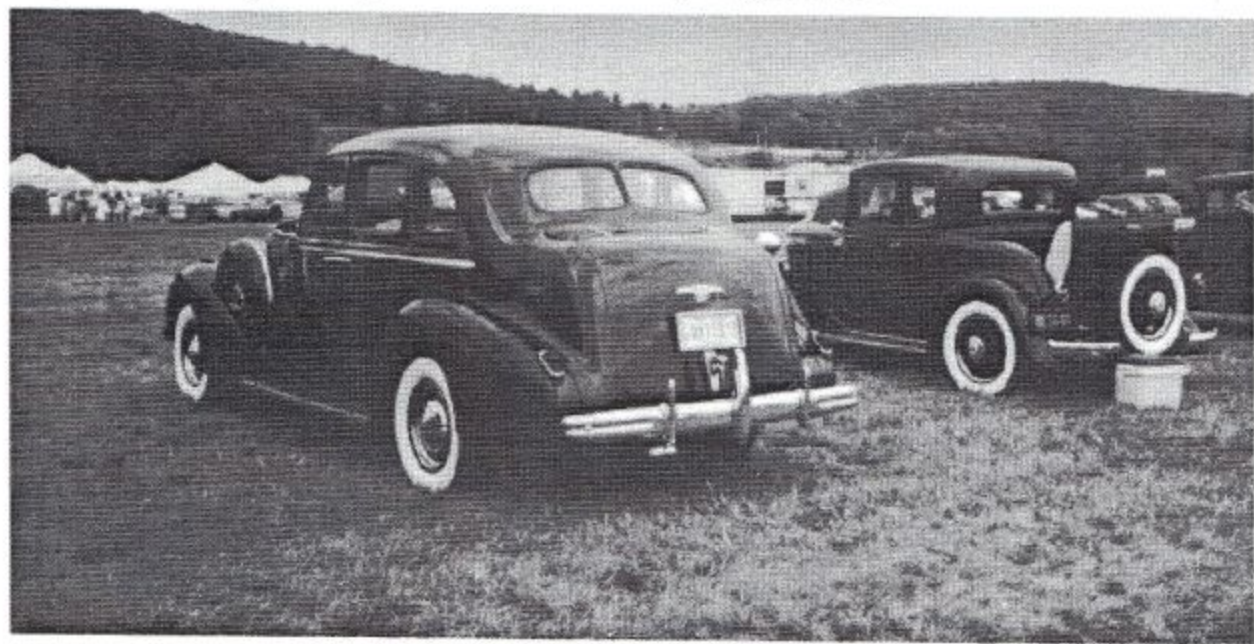
The car has the accessory front bumper grille guard but not a bumper medallion. The rear bumper has an aftermarket fold down guard. The





original owner's manual came with the car and I have purchased a repro Shop Manual. These together with the **Torque Tube** have helped me get acquainted with my Century.

I am a member of several other antique car clubs and enjoy their publications, but the **Torque Tube** seems so much more personal. Keep up the good work.

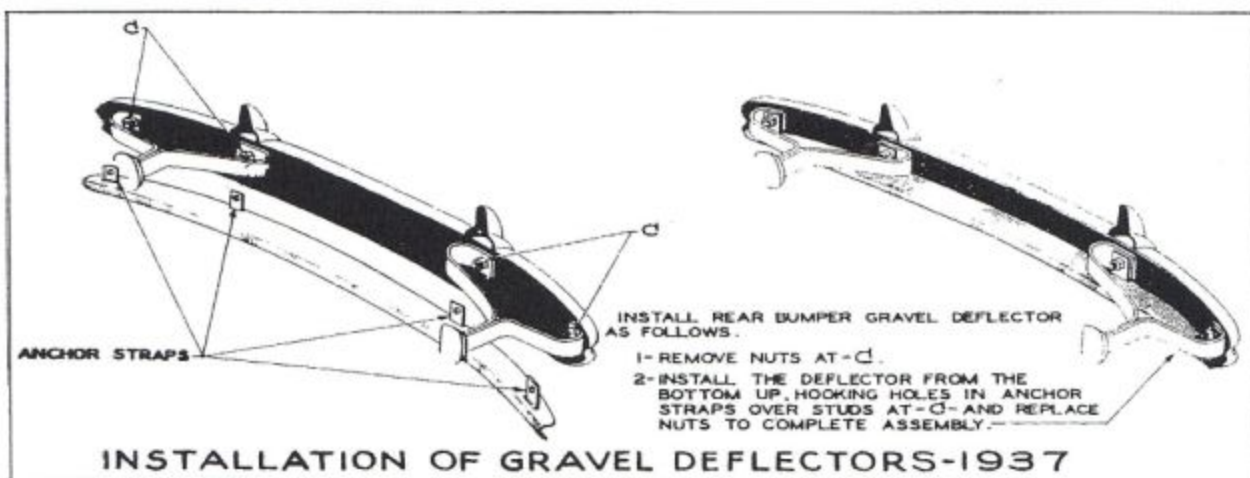




Technical TIPS

By Harry Logan (#651)

REAR BUMPER GRAVEL DEFLECTORS



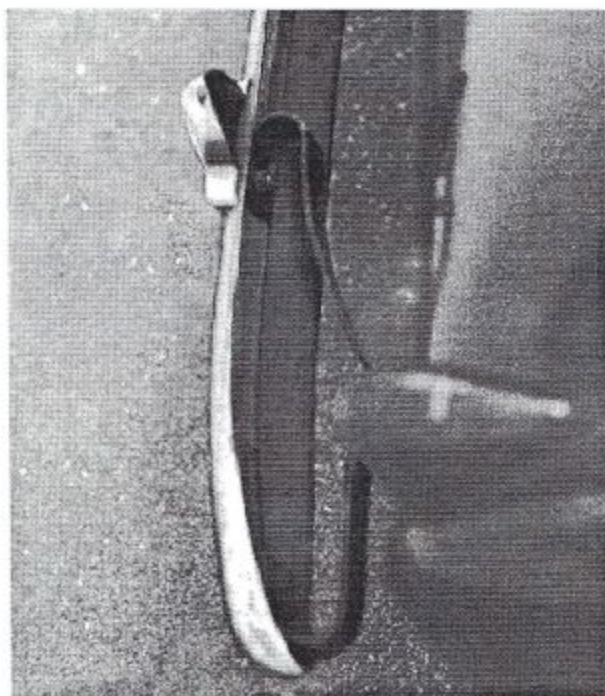
The factory diagram above shows what the '37 & '38 Gravel deflector looks like and how it is mounted. All series Buicks had them when they left the factory, but few have them now. Chevrolet's had them also and you can buy reproduction ones. Hopefully you will soon be able to buy reproduction Buick gravel deflectors as well. (I'll keep you posted).

Notice the flat side is up and it mounts below the bumper brackets. I have seen several cars with them mounted on top of the bumper bracket with the curved side up. This is incorrect. The photo on the right shows the gravel deflector on **Andy Diem's** (#852) unrestored '37 Special Phaeton (this issue's cover car).

You can install the '38 rear folding accessory bumper guard and the deflector together. The lower nut that holds the folding guard comes close to the gravel deflector (see top of page 5).

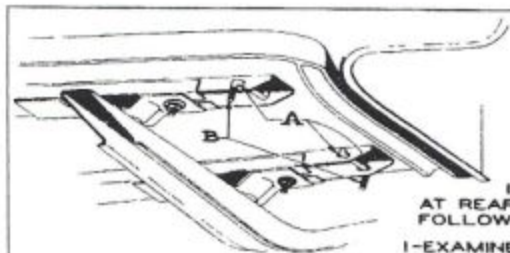
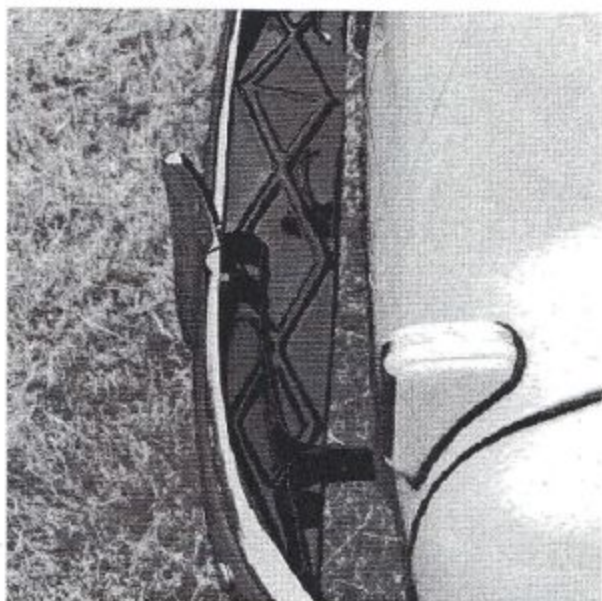
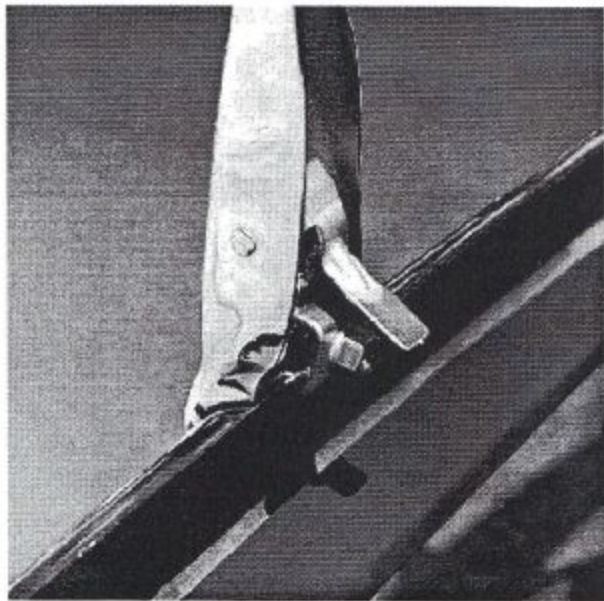
'37/'38 40/60 cars used the same deflector. '37/'38 (as well as '39/'40) 80/90 series cars used the same type of deflector. All '37/'38 gravel guards have a similar plain flat top and rounded bottom.

'39 and '40 40/60 series gravel deflectors were wider and had an embossed rib pattern instead of a flat plain top. They are noticeably different compared to the ones for our cars (see photo, page 15 top right).



There also were gravel deflectors under the running boards just in front of the rear fenders. Most are missing on the cars I've seen, but the holes to attach them are there. They could be easily made as they are just a piece of #16 gauge sheet metal bent at right angles. You could also easily make the special attaching bolts shown in the diagram by bending regular bolts.

(continued from page 14)



INSTALL GRAVEL DEFLECTORS
AT REAR END OF RUNNING BOARDS AS
FOLLOWS.

1-EXAMINE RUNNING BOARDS: YOU WILL FIND
HOLES-A-ARE PUNCHED IN THE REINFORCEMENTS.

2-INSTALL SPECIAL BOLTS-B.

3-BOLT GRAVEL DEFLECTORS INTO POSITION AS SHOWN.

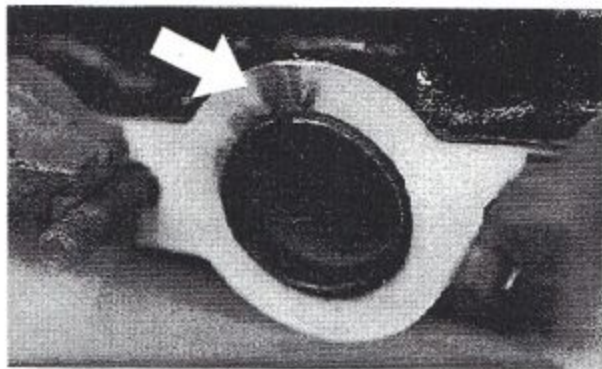
INTAKE MANIFOLD LEAK

By Harry Logan (#651) Los Altos, CA.

This photo shows a burn spot on the gasket because of a bad seal between the intake manifold and the head. This drastically changes the air/fuel mixture to two cylinders with a dramatic loss of power. Now you're basically running on only 6 cylinders. If it occurs on two ports as mine did, now you're only running on 4 cylinders. Your car will run very poorly indeed.

To test if you have a bad intake manifold seal, squirt some carburetor cleaner along the junction of the head and manifold and see if your motor speeds up. If it does, you've got a leak and a resultant power loss.

My intake manifold had been resurfaced (ground flat) to match the surface of the head for a better seal, but the pilot ring was not resurfaced. Because the pilot ring was now too wide, it prevented a tight seal, thus causing the leak.



Even though the manifold bolts were very tight, it still leaked. And you could not see it with your eye. It looked like a good, tight seal.

So the moral is, if you resurface the intake manifold, be sure to resurface the pilot rings to compensate for the difference in the depth you took off the manifold face.



Technical TIPS

BLEEDING THE BUICK BRAKE SYSTEM

(From the May, 1938 Motor Services Magazine)

Bleeding the brake system consists of the removal of air from the tubing and brake cylinders. Air in the system is usually caused by depressing the brake pedal when the fluid level in the master cylinder is too low, or by disconnecting some part of the hydraulic brake system.

This is a sectional view of a wheel brake cylinder (see Figure 1).

If the brake line from the master cylinder is disconnected, then it will be necessary to bleed all four wheel cylinders. If the line is disconnected at any wheel cylinder, only that cylinder need be bled.

BLEEDING ONE WHEEL CYLINDER

It is very important that the master cylinder reservoir be not less than half full during bleeding operations. Make sure it's full. The filler cap is accessible through the left front floor board. Next remove the bleeder screw shown at the upper right (see arrow in Figure 2). Sometimes you will not find it because it was never replaced the last time the brakes were bled. Attach a drain tube, allowing it to hang in a clean one quart (one liter) glass jar.

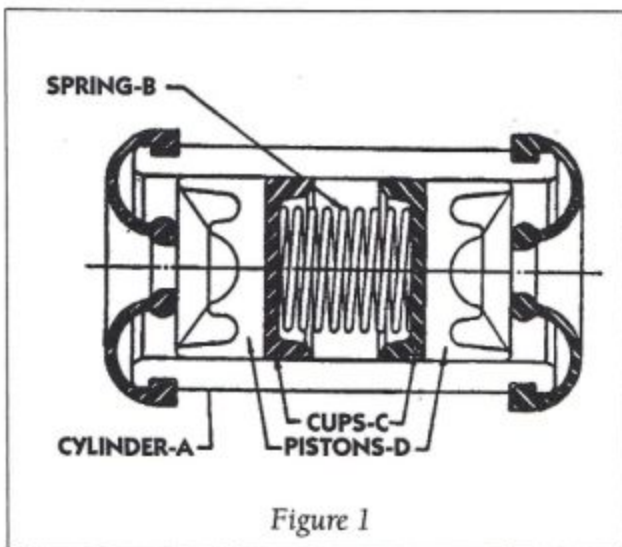


Figure 1

Next unscrew the bleeder valve (the same one from which the bleeder screw was removed) three quarters of a turn, depress the brake pedal one full stroke and allow it to return slowly. Continue working the pedal in this manner until the liquid that runs into the glass jar is free from air bubbles. This usually requires the running

out of about one-half pint (one quarter liter) of liquid.

BLEEDING ALL FOUR WHEEL CYLINDERS

Again, make sure the master cylinder is full. Start at the left front first, then the right front, left rear and right rear, loosening one bleeder screw and valve at a time. When the liquid flows without air bubbles, close the valve.

Never attempt to bleed the system or depress the brake pedal while the brake drums

are removed. (ED. This will cause the wheel cylinder pistons to come out with the loss of brake fluid. We might add that it's a good idea to get a friend to help pump the brake pedal while you adjust the bleeder valve.)

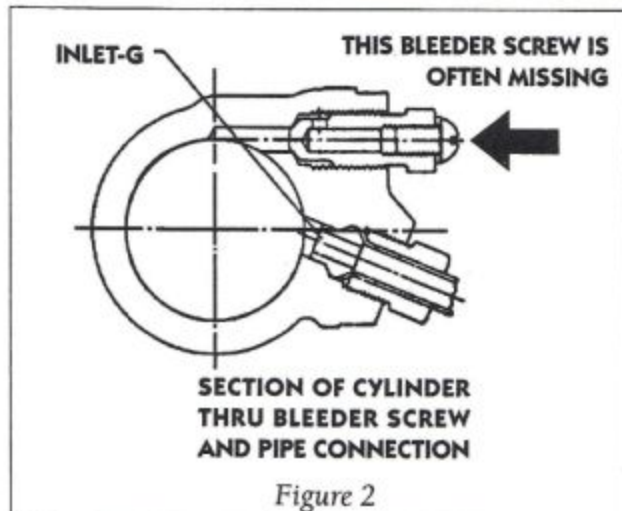


Figure 2

ENGINE BLOCK CLEANING



By Gary Glazier (#1005) - La Crescenta, California

Engine overheating can be aggravated by dirt in the water jacket of the block. In my case ('38 Century), the caked mud was at least one inch deep at the rear (*low point*) of the engine. Presumably this represented 58 years of rust, flakes from deteriorating radiator hoses, gooey additives, etc. There were even pieces of wire, formerly coiled in the lower radiator hose.

I did this job with the engine in the car. It would be easier if the engine were out and mounted on a stand. Proceed as follows:

1. Drain coolant from radiator and block. The entire drain plug assembly should be removed from the block.
2. Remove head. Without access to the water passages in the top of the block, very little can be accomplished.
3. Cover valve lifter area on the right side of the engine to exclude dirt and water. This is very important.
4. Knock out freeze plugs on the left side of the engine. These should be replaced later with brass ones. Steel will rust out at some very inconvenient time.
5. If inspection shows you have mud build-up, gather up as much of the following as possible:
 - a. Several pieces of heavy wire, 3/32" (2.4 mm) and 1/8" (3.2 mm) by 18" (46 cm) long.
 - b. Long, thin screwdrivers
 - c. Hacksaw blades
 - d. Inspection light - the battery operated type, with a flexible probe and a tiny bulb at the tip.
 - e. Shop vacuum cleaner
6. Begin loosening the caked build-up nearest the freeze plug ports. Vacuum frequently. It is probably deeper than you think, so keep digging! At this point it is best to work dry (*no water*) to see what is happening.
7. As necessary, work down through the coolant ports on the top of the block with screw drivers and heavy wires. Wires should be

bent into curves and hooks as appropriate.

8. If compressed air is available, blow down through the top ports to get the dirt out to more accessible areas. Otherwise, use the wires to flick the chunks out into sight.
9. Don't give up....the job can be done. However, I spent at least two full days on this phase. The alternative was to have virtually no coolant flow around number 7 and 8 cylinders.
10. Once visual inspection shows most of the work is done, it is time to water flush. First, cover the generator and starter with plastic trash bags. Jack up the left front wheel so that the block drain can more efficiently get the mud out.
11. Using a garden hose, flush through the freeze plug ports. Ensure that the block drain hole remains clear of chunks. With the water running, work the heavy wires down through the top holes. Continue until drain water runs clear.

Was the effort worth it? Yes! Because with the build-up I had, none of the usual fixes (*new radiator, etc.*) would have completely solved an overheating problem. This was on an engine that externally was restored to look like new!

FURTHER NOTES:

No amount of normal radiator flushing would ever get this mess out. You have to see it to believe it.

After all this work, preserve the system by draining yearly, flushing and refilling with distilled water and name-brand antifreeze. Never put in additives because they will stay in there to be cleaned out in years to come.

Do put in a Gano radiator filter. (See *the Torque Tube*, July/August 1994). Any residual chunks floating in your block would love to clog the radiator!

Technical TIPS

MODIFYING YOUR TRUNK LOCK

By Wayne Yonce (#1034) - Fallbrook, California

Buick designed their trunk locks so they have to be locked. You cannot remove the key after you open the trunk. You must close the trunk and rotate the key 180° which locks the trunk in order to remove the key.

This simple modification allows you to unlock and open the trunk **and** remove the key. Now your trunk can be opened and closed without using the key. Of course, the trunk is closed but **not** locked. Use the key if you want to lock the trunk.

This modification requires you to cut a slit identical to and 180° from the one shown in **Part A**. To do this:

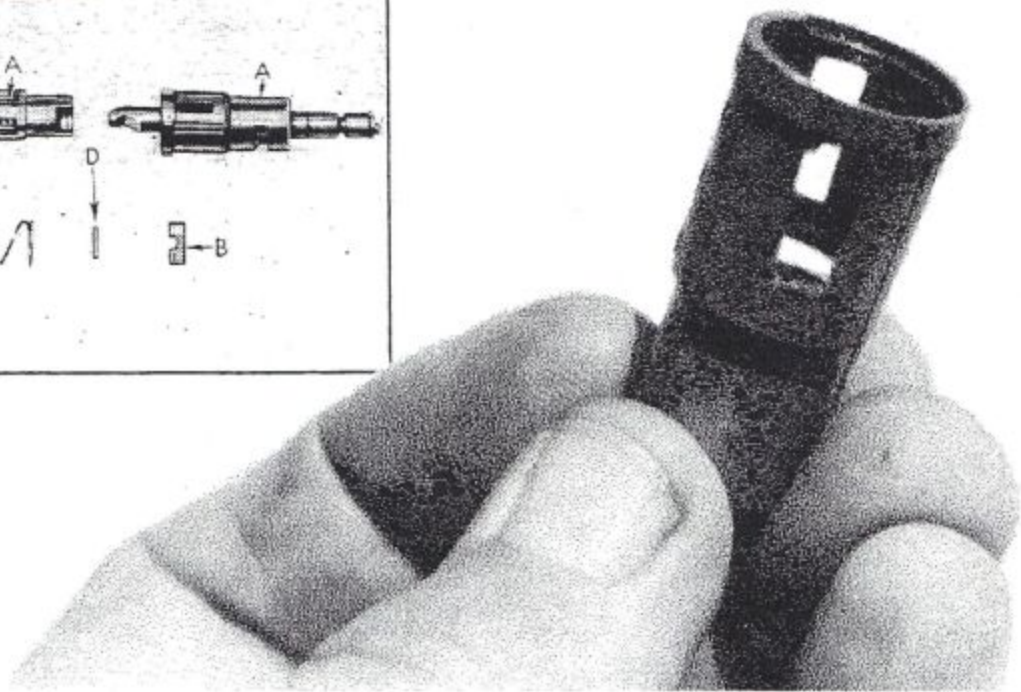
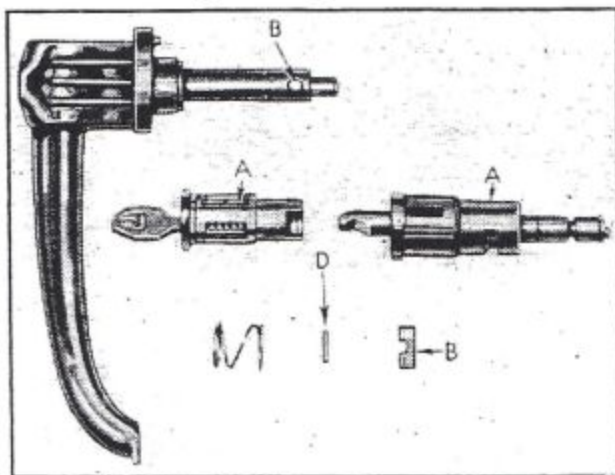
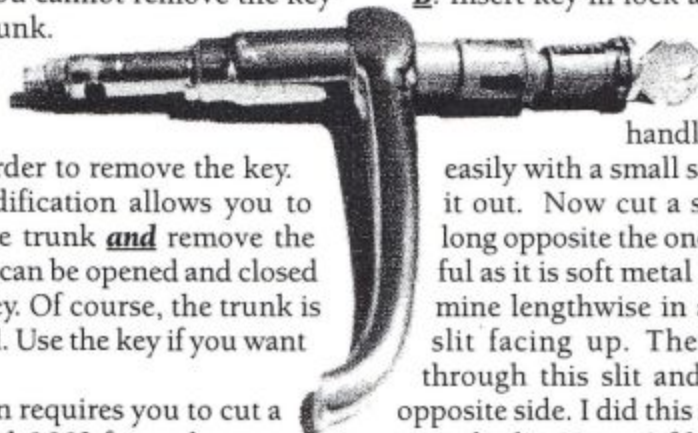
Remove handle from trunk by removing the 1/2" nut inside the trunk.

Use a fine-pointed punch or small nail to

remove **Pin D** from the handle shaft near **Point B**. Insert key in lock and remove lock **cylinder A**.

The hollow cylinder with the slit may remain on the handle. It should come out

easily with a small screwdriver used to pry it out. Now cut a slit 5/32" wide by 1/2" long opposite the one already there. Be careful as it is soft metal and hollow. I mounted mine lengthwise in a vise with the factory slit facing up. Then I ran a 9/64" drill through this slit and drilled a hole in the opposite side. I did this several time until I had a rough slit. Next, I filed the rough slit so it matched the original one and reassembled the handle. Now I can open and close my trunk with or without a key. And I can still lock the trunk when ever I want to.



STRAIGHTENING WARPED PLASTIC RADIO GEARS



By Laurie Roberts (#1046) - Blockhouse Bay, Auckland, New Zealand

If your 1937 or 1938 Car Radio's dial does not turn, the problem is probably with these two plastic gears. These gears turn the dial when you rotate the tuning knob. The problem is either missing teeth or a warped gear. Warped gears were my problem. Here's how I straightened them.

I made two sets of blocks for each gear with recesses for the metal parts attached to the gears so they could be laid flat on the blocks. Then I heated the gears in hot water (not boiling water) for about 15 minutes. Next I clamped the gears in the blocks using a vise for a few hours.

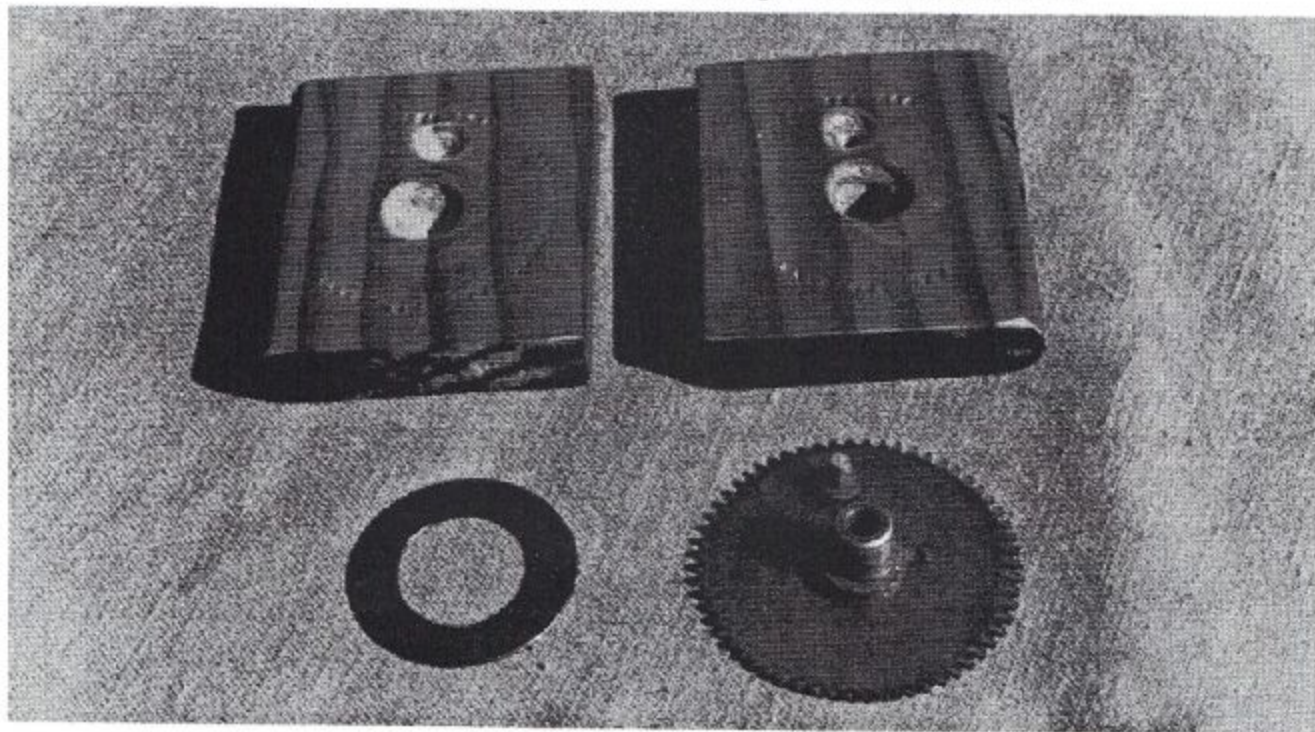
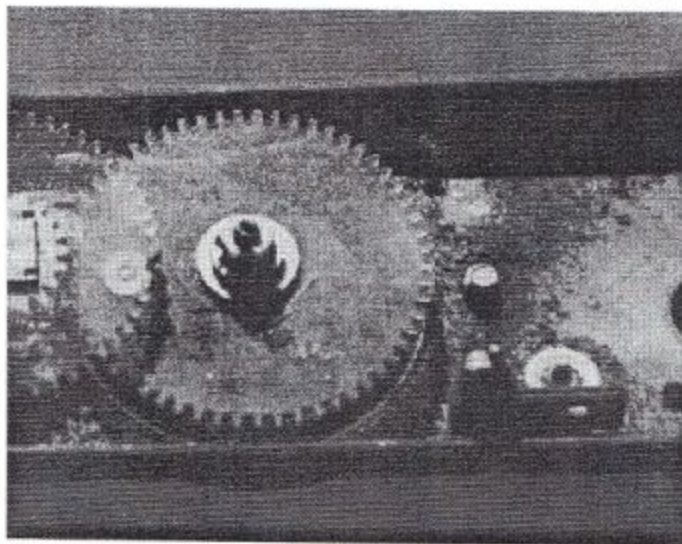
After removing the straightened gears,

I found that they would eventually return to their warped position. So I glued a thin metal washer to each gear, placed the gears back in

the blocks, put some masking tape over the side of the gear with the washer to prevent any excess glue from sticking the blocks together and again put them in a vise until the glue dried.

Now the dial works perfectly. The only problem is the metal washers partially block the dial

light. You could try repositioning the light or possibly using transparent plastic washers. This is only a problem when using the radio at night which I seldom do.

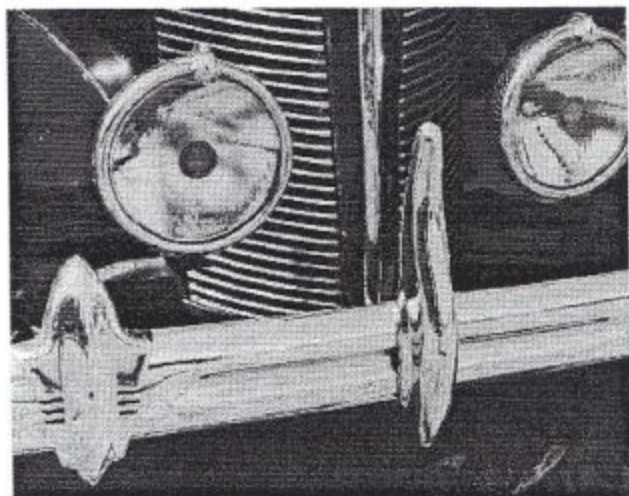




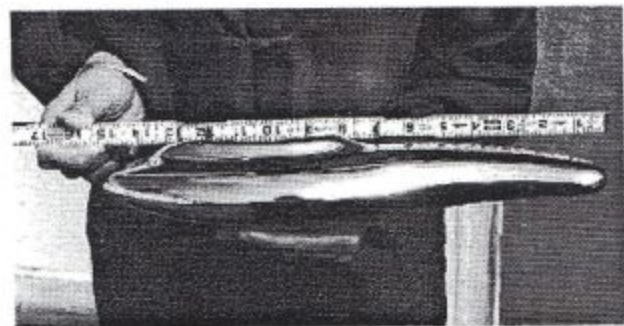
Technical TIPS

1937 SHARKSTOOTH GRILLE GUARD

Dave Paulisin (#704) - Bloomfield, Michigan



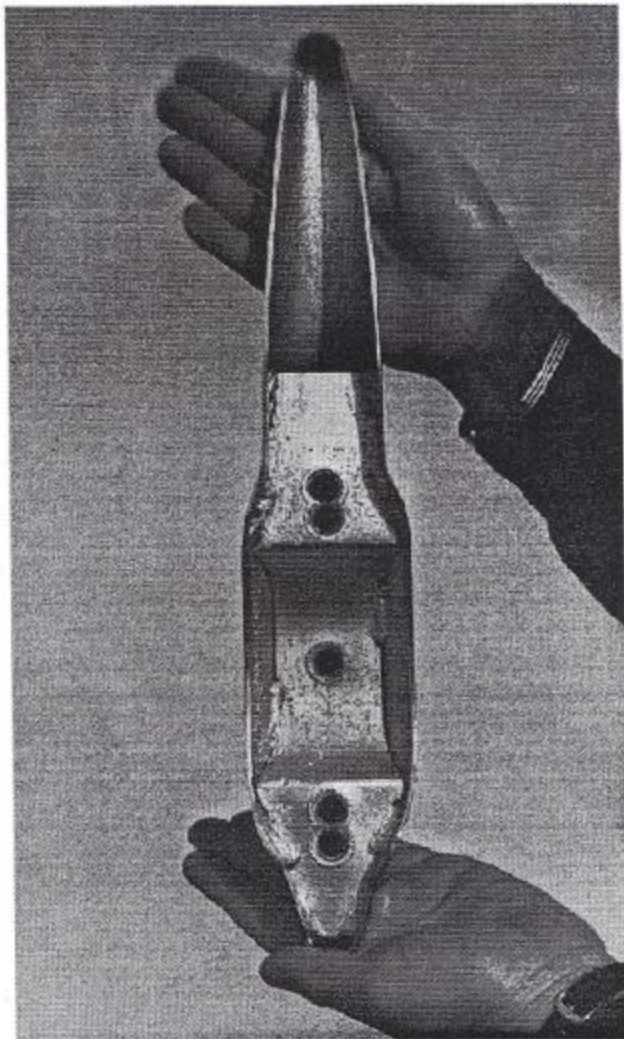
This is what the Buick Sharktooth Accessory Grille Guard looks like. It's shown on **Chris and Dorran Smith's** (#1216) '37 Century Slant Back Sedan Model 67. It's a little over 15" (38cm) long.



The back of the guard has 5 threaded holes which allows it to be mounted several ways. The center hole can be used if you have a hole through the bumper.

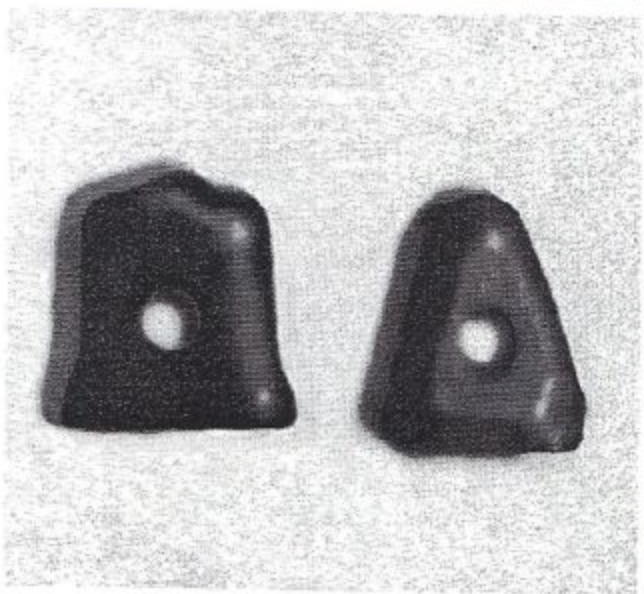
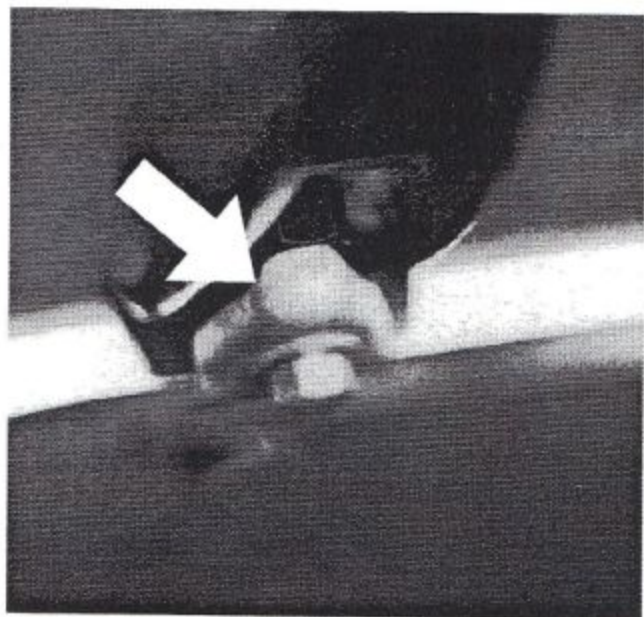
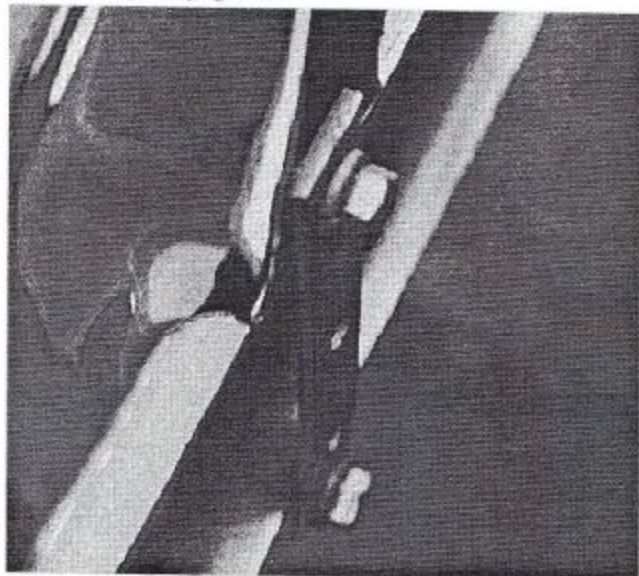
One member's bumper did not have a hole in the center. He did not want to drill a hole through the bumper, so he used a metal bar to mount the guard.

Some guards come with two mounting clips to clamp to the upper and lower edges of the front bumper. I have heard of a third way that uses two curved brackets that go on ei-



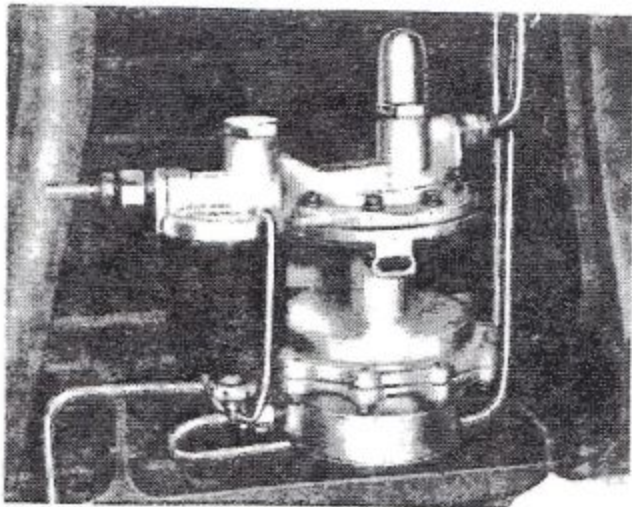
ther side of the bumper with a bolt through each end. The bolts go just above the edges of the bumper and screw into the guard.

So there seems to be several ways to mount the guard. My guess is that the clips were the standard way as they appear to be custom made to go with the guard. The upper clip is pointed while the lower one is more rectangular. They can get lost from the guard which is probably why some members have to end up making their own mounting bracket.



RUPTURED FUEL PUMP DIAPHRAGM

(ED: This article is based on a letter I received from a vendor of 6 volt electric fuel pumps)



If the diaphragm on your mechanical fuel pump ruptures and you switch on your electric fuel pump, it can pump gas into the crankcase. The vehicle will still run and you can not tell you have a ruptured diaphragm until you check the oil. Or it may pump gas onto the ground through the weep hole built into the mechanical pump's body. Or it may pump gas into the vacuum lines for the windshield wiper motor (on Big Series Cars). This gas usually goes into the intake manifold.

If this happens to you, the best thing to do is temporarily by-pass the mechanical fuel pump using a short section of rubber tubing. If you don't carry some in your trunk, remove the short section of hose that goes to the windshield wiper motor under the dash or on Specials, the wiper hose near the intake manifold.

As a general rule, the times you will want to use the electric pump is to prime the carburetor and to pump through the mechanical pump when you have vapor lock. That's why I would suggest using a toggle switch instead of push-button one.



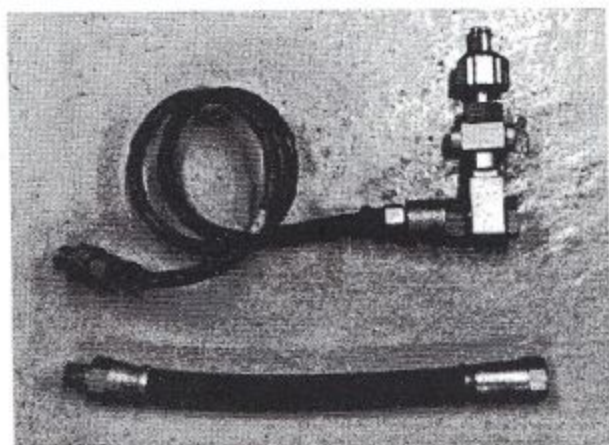
Technical TIPS

Specials have the master cylinder mounted on the frame, so brake tubing can be connected directly to the master cylinder. But Big Series cars have the master cylinder mounted on the transmission, so it vibrates with the motor. That's why a flexible hose is used to connect the master cylinder to the junction box on the frame. This 9 1/2" (24 cm) hose is shown at the top of the photo.

This hose is becoming scarce. So someday you may have to use a substitute such as a coil of tubing instead of a hose. This is what is now used on some modern cars. This coiled tubing was on my '38 Century Coupe when I purchased it and apparently worked fine for the previous owners.

BIG SERIES MASTER CYLINDER HOSE

By Harry Logan (#651) Los Altos, CA.



NEW Members

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Franksville, WI 53126
38-40?

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Hesperia, CA. 92345
37-64

Brad Odin (#1208)
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Moorhead, MN 56560
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37-41
37-61

L. Mike Dougall (#1209)
P.O. Box 44
Thompson, CT. 06277
37-40C

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Nev Brooks (#1214)
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Bachhus Marsh 3340
Australia

Greg McKenzie (#1215)
4 Emlen Place
Mosgiel,
New Zealand
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Christopher Smith (#1216)
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CENTURY motor and transmission, complete with original starter, fuel pump, carburetor, air cleaner and generator.....	\$1,500.
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Hubcaps.....	\$ 10. each
Small & large series throttle linkage, complete.....	\$ 25.
Big Series Rocker assemblies, complete.....	\$ 50.
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Trunk lights with good lenses.....	\$ 50.
Tail lights with lenses, all series.....	\$ 50. pair
Wiper transmissions.....	\$ 50. pair
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All parts plus shipping

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Brake shoes for 4 wheels (8 shoes). Need relining. 1 3/4" wide.....	\$30.
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Pair of restored 1937 Minnesota license plates.....\$50.
Harry Logan (#651)
1005 Rilma Lane
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All prices plus shipping. Call between 9 AM and 1 PM EST Monday to Friday or anytime on Saturday and Sunday.

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Transmission and rear end with 4.44 ring and pinion gears..... \$200.00
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FAX: 01144 1667 456033

• **For 1937 CENTURY**

- Steering wheel, horn ring and horn button
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- Steering column ignition assembly with key

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that runs between the Grille Halves.
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 - 4 nice Hub Caps
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 - Horseshoe Grille Guard.
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This ad is for Laurie Roberts (#1046)
in New Zealand.

Contact Harry Logan (#651)
1005 Rilma Lane
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(415) 941-4587

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1937-1938 Sales brochures, manuals, factory photos etc.

Send stamped envelope for free list.

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Use for parts or restore. No engine, transmission or gas tank. I have a clear title. Price includes all Torque Tubes magazines from 1984 to date, Shop Manual, Fisher Body manual, Owners manual and two Master Parts Lists.

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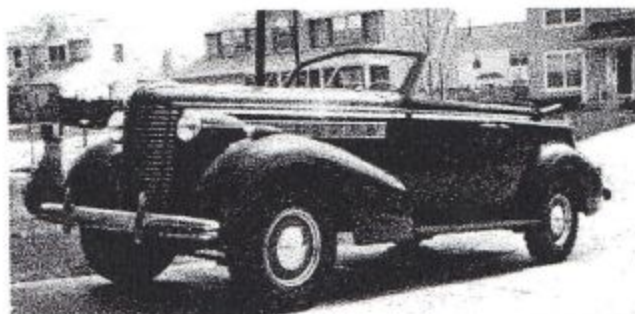
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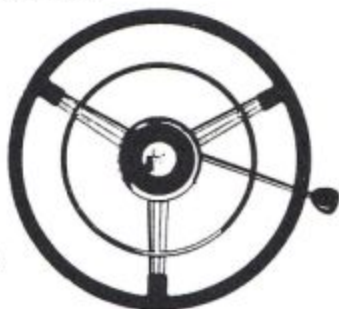
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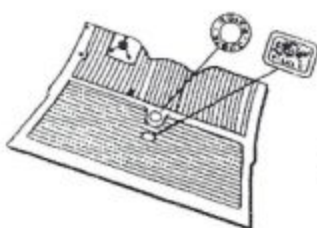
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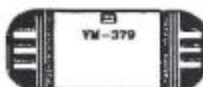
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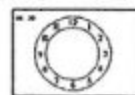
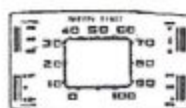
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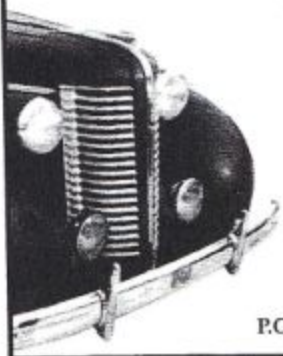
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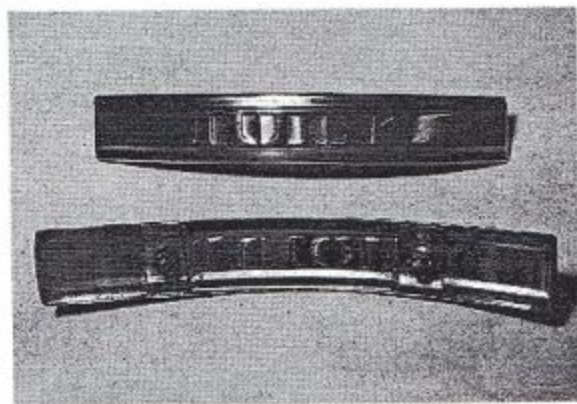
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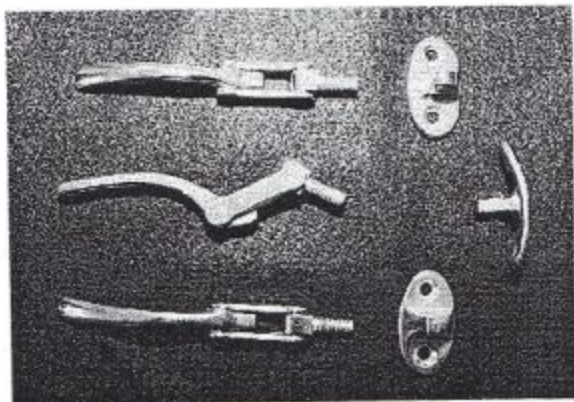
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